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RIVER FLEET COMPLETES YEAR PLAN;
NAVIGATION ENDS

FREIGHT HAULING UP 20 PERCENT -- Rechnoy Transport, No 94, 25 Nov 49

The Ministry of River Fleet USSR completed the 1949 plan for freight carrying 101 percent for tons and 100.2 percent for ton-kilometers. Freight hauling increased 20 percent in comparison with 1948. The plan was fulfilled for petroleum products, coal, salt, metal, timber in ships, and chemical and mineral construction material cargoes. The plan for carrying timber in rafts, cement, and ore was not quite completed. The Volga Freight, Dnepr, Western Siberian, Yenisey, Don, and Pechora ship lines and the ship line of the Moskva-Volga Canal operated successfully.

The basic qualitative indexes for utilization of the tug fleet for hauling dry cargoes and petroleum cargoes were fulfilled.

The work of river ports improved considerably. The plan for processing cargoes was completed 105 percent, including the plan for processing cargoes by machinery, which was completed 111 percent. In comparison with 1948, freight processing increased 33 percent, including a rise of 44 percent for freight handled with machinery. A majority of the river ports completed the year plan for processing freight, including the following: Southern, Western, and Northern ports of Moscow; Gor'kiy, Kuybyshev, Stalingrad, Molotov, Kiev, Dnepropetrovsk, Rostov, Leningrad, Omsk, Irkutsk, and Khabarovsk.

Ship lines of the northern, eastern, and central basins have finished the navigation season and put the fleet in winter quarters. Ship repair has begun. Fleet work still continues in the southern basins.

The Main Administration of River Transport of the Eastern Basins completed the freight-hauling plan 102 percent in tons and 103 percent in ton-kilometers.

The Main Administration of River Transport of the Southern Basins exceeded considerably the plan for tons and ton-kilometers. Ship lines of this administration showed a great improvement in their operations. Up to 80 percent of all ships operating on the Dnepr and Don rivers worked according to schedule, while the 1948 figure was 50-55 percent.

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In preparing for the 1950 navigation season, it is necessary to take into account the shortcomings of the past season. There were serious accidents in the fleet, causing large material losses to the state. Layover of ships in ports, at docks, and at clients' landings were still large. The traffic schedule was not always observed. There were numerous cases of violations of the Navigations Rules and Rules for Technical Operations. The struggle for profitability in fleet work, lowering of the cost of freight hauling, and improvement of passenger service was not satisfactory. The many shortcomings in commercial work, and in the quality of freight hauling caused serious losses.

RIVER WORKERS REACH 1950 LEVELS -- Rechnoy Transport, No 104, 30 Dec 49

During the past navigation season river workers reached the 1950 level for productivity of traction and tonnage and also for mechanized processing of cargoes.

NORTHERN SHIP LINE MISSES GOALS -- Rechnoy Transport, No 94, 25 Nov 49

Although during May and June the Northern Ship Line towed large timber rafts, during the rest of the navigation period there was a continual reduction of the size of the rafts. One reason given for the reduction was that the channel conditions on the Northern Dvina River would not permit the towing of rafts larger than 5,000-7,000 cubic meters. The condition of the Dvina channel indisputably complicated raft towing, chiefly because of the numerous sandbanks. However, the dispatchers and ship pilots have studied the channel between Kotlas and Bereznik and between Bereznik and Volochok, saying that channel conditions are not the whole explanation. Also, many captains felt the need to stop the rafts with the coming of darkness, although the lighting on the sandbanks was in good condition. In September the towing fleet stood idle almost 6 percent of the running time "because of darkness."

Weak control of fleet work and of the ship competition was the main reason for the failure to realize the freight-hauling plan. From July through October there was not one nonstop trip with rafts on the Northern Dvina. During this period a majority of the ships towing rafts did not fulfill their assignments.

Utilization of traction was poor. An overwhelming majority of the ships of the ship line worked with a load of only 40 percent; 400-horsepower ships were used to tow rafts of only 6,000-7,000 cubic meters. In comparison with 1948, the average volume of the rafts towed in the Northern Ship Line was 10 percent lower.

Modanov, head of the ship line, announced in August that none of the Ministry of River Fleet's assigned indexes has been met by the ship line. Even after this announcement, the line's operations did not improve. During September the steam-powered fleet wasted 41 percent of its running time. The August and September plans for freight hauling were completed, but the line made huge expenditures and the financial and production indexes were not met. The freight-hauling plan was completed thanks to a 35-percent surplus in traction. Not one paddle-wheel tug on the Northern Dvina completed the navigation assignment.

As a result of the weak effort made to increase ship speeds, the assignment was not completed by the ship line. Average speed excluding stops during the navigation period averaged 95 kilometers per day, as against a planned 105 kilometers per day.

During the navigation season the Northern Ship Line attained 1,680 ton-kilometers per gross horsepower-day, as against a pledge of 2,000 ton-kilometers. In raft towing, only 73 percent of the plan of 1,400 ton-kilometers per horsepower-day was completed.

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ACCIDENT RATE HIGH IN NORTHERN SHIP LINE -- Rechnoy Transport, No 73, 13 Sep 49

The number of accidents in the Northern Ship line continues to grow from year to year. Since the beginning of the present navigation season, accidents have cost several million rubles, more than three times the 1948 sum. A majority of accidents are caused by violations of navigation rules. Improper use of running signals is a contributing factor. In Syktyvkar, Kotlas, and Arkhangel'sk tugboats do not bother to change signals when discontinuing tows and entering ports. Barges on the Vychegda and Northern Dvina rivers use the wrong signals when in motion or at dock. Many passenger ships, stand all night with running lights at the passenger debarkation point in the port of Kotlas. The towing fleet ignores navigation rules even more.

Many ships continue in operation when they are not fit for service. Also, many ship crews do not observe the rules for operation in dangerous places. Many accidents are caused by improper preparation of rafts.

KAMA SHIP LINE FAILS TO COMPLETE PLAN -- Rechnoy Transport, No 94, 25 Nov 49

The Kama Ship Line failed to complete the 1949 financial and navigation assignments. As a result of low labor discipline, the Navigation Rules were often broken, and losses from numerous accidents totaled 2 million rubles. The fleet was unevenly loaded, so that empty runs in the upstream direction were inordinately high. The level of technical operation of the fleet was low, one reason being that the Ministry of River Fleet did not supply the basin with the necessary measuring tools, without which control of the operation of ship machinery was difficult.

NAVIGATION ENDS ON USSR RIVERS -- Rechnoy Transport, 7 Oct 49

Closing of navigation in the remote northern regions served by the West Siberian Ship Line is expected in the second half of October.

Vechernyaya Moskva, 8 Oct 49

The Moscow-Astrakhan' line closed 8 October, and the Moscow-Molotov passenger line will close 9 October.

Vechernyaya Moskva, 25 Oct 49

The Moscow-Gor'kiy passenger line closed 25 October.

Rechnoy Transport, 25 Oct 49

The Lena Ship Line has curtailed transport operations and ships are being delivered to winter anchorages. A large part of the ships of the Pechora Ship Line have been sent to winter anchorages. The towing fleet of the Northern Dvina River has finished operations; the local and passenger fleet continues to operate.

The Volga Tanker Ship Line finishes the navigation season last on the Volga. Its ships will winter at Astrakhan', where facilities have not been prepared. Disposition of the ships' crews has not been decided; some crewmen will work on ship repair and others will get furlough.

Rechnoy Transport, 1 Nov 49

Navigation is ending on the Kama River. Ninety percent of the line fleet has already arrived at winter anchorages and removal of equipment has begun. The transport fleet continues operations on short runs, but is gradually being retired to ship repair plants.

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The Volga Tanker Ship Line has not yet gone into winter anchorage. This line has a problem in regard to ships' radio operators. The line is the most developed of those of the Main Administration of River Fleet of the Central Basins in regard to ship radio communication. Ships' radio operators on the new Diesel ships are also ships' electricians. The turnover of operators in the ship line is high (in the past 3 years 160 persons have been trained for transit petroleum carriers, at an average cost of 1,700 rubles each, and of these 115 have left) because of the poor utilization of radio operators in the nonnavigation season. They are shunted from office to office and finally are required to go on furlough.

Izvestiya, 2 Nov 49

On 1 November the last stage of the navigation season on the Volga arrived. Ships began to be delivered to winter anchorages and ship repair plants. Ships laid up without repair are designated for points to which floating machine shops are attached.

Rechnoy Transport, 11 Nov 49

Ship lines of the eastern basins have finished the navigation season, with the exception of the East Siberian Ship Line, which still continues to operate.

Of the ship lines of the Main Administration of River Fleet of Northern Basins only the Northwestern and Belomortsk-Onega ship lines continue to operate, carrying timber in ships and rafts, and mineral construction materials. A large part of the ships of the lines of the central basins have been put up for the winter.

Ice formation has begun on the Kama River above Molotov. The last ships with grain have been dispatched from the Lower Kama to Gor'kiy.

On the Belaya River operations are continuing only on the upper reaches, and work on other sections has been curtailed.

Local hauling is continuing in the Volga Freight Ship Line and the Volga Freight and Passenger Ship Line; transit hauling has been stopped. The Volga Tanker Ship Line is active on short runs.

Although climatic conditions are somewhat better in the southern regions, only the Central Asia Ship Line continues to work at full capacity. Cotton and grain are carried to Aral'sk, and fuel is hauled for the spring agricultural activities.

The wharves of the Upper Dnepr Ship Line are being cleared of freight.

On the Dnepr hauling of grain, coal, mineral construction materials is going on. The Neman Ship Line is carrying coal out of Kaliningrad, and the wharves are being cleared of timber and other freight.

On the Upper Don hauling of grain and fuel for spring agricultural operations is being concluded. On the Lower Don the Krasnodonetskaya-Rostov coal line continues to operate.

Izvestiya, 13 Nov 49

Navigation on the White Sea-Baltic Canal has ended.

Vechernyaya Moskva, 17 Nov 49

Navigation is closing on the Canal imeni Moskva.

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Rechnoy Transport, 22 Nov 49

Ships of the Kama Ship Line have been delivered to wintering points.

Moskovskiy Bol'shevik, 23 Nov 49

Navigation is closing on the Moskva-Oka Ship Line. At present all ships have gone to winter stations. The end of the navigation season was difficult this year because the water level dropped somewhat, whereas it usually rises. On the night of 10 November there was ice formation and formation of sludge ice.

Moskovskiy Komsomolets, 26 Nov 49

The navigation season has closed on the Volga.

Vechernyaya Moskva, 29 Nov 49

The navigation season is drawing to a close on the Dnepr.

Pravda, 30 Nov 49

Navigation has closed on the rivers of the USSR. Ships continue to operate only on some waterways of the southern basins.

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